

SAMPLE BALLOT

A

OFFICIAL BALLOT

City of Irvine Special Municipal Election

Orange County

June 3, 2003

This ballot stub shall be removed
and retained by the voter.

MEASURES SUBMITTED TO THE VOTERS			
CITY			
CITY OF IRVINE			
A	Shall Initiative Ordinance No. 2003-01, an Initiative to Support the CenterLine Light Rail Project — with an alignment from U C Irvine through the Irvine Business Complex to John Wayne Airport and destinations outside Irvine — and providing any future extensions or different alignment require voter approval, be adopted?	Yes	+
		No	+
B	Shall Initiative Ordinance No. 2003-02, an Initiative to Prohibit any City of Irvine Participation in the CenterLine Light Rail Project be adopted?	Yes	+
		No	+

30-001A

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VOTER'S PAMPHLET

The following pages contain

CANDIDATES' STATEMENTS

together with

BALLOT MEASURES, ANALYSES AND ARGUMENTS

(whichever is applicable to your ballot)

This pamphlet may not contain a complete list of candidates. A complete list of candidates appears on the sample ballot. Each candidate's statement in this pamphlet is volunteered by the candidate and is printed at the expense of the candidate unless otherwise determined by the governing body.

**ARGUMENTS IN SUPPORT OF OR OPPOSITION TO THE PROPOSED
LAWS ARE THE OPINIONS OF THE AUTHORS**

**FULL TEXT OF MEASURE A
CITY OF IRVINE**

**INITIATIVE TO PERMIT CITY PARTICIPATION IN CENTERLINE
LIGHT RAIL PROJECT AND APPROVE A ROUTE WHICH DOES NOT
IMPACT RESIDENTIAL NEIGHBORHOODS**

**SUPPORT FOR AN ORDINANCE OF THE PEOPLE OF THE CITY OF IRVINE, CALIFORNIA
ADOPTING THE ORANGE COUNTY TRANSPORTATION AUTHORITY'S CENTERLINE
LIGHT RAIL PROJECT AS THE POLICY OF THE CITY AND AMENDING THE CITY'S
GENERAL PLAN ACCORDINGLY**

THE PEOPLE OF THE CITY OF IRVINE HEREBY ORDAIN AND ENACT AS FOLLOWS:

Section 1. Statement of Purpose.

The people of the City of Irvine support the implementation of the CenterLine light rail project as a method of increasing transportation choice and improving the City's quality of life. This project will utilize quiet, non-polluting electric vehicles. It will connect the University of California at Irvine with the Irvine Business Complex, John Wayne Airport, South Coast Plaza and Santa Ana Civic Center. Centerline will meet our need to build light rail in Orange County as part of a total transportation system, making it easier for people to commute, shop, and get to the airport without using their cars. Centerline will be built at no additional cost to Irvine taxpayers using existing county, state and federal funds which have been earmarked for light rail. More than 400,000 Orange County residents live and 340,000 jobs are found within two miles of this route.

The route selected by the Irvine City Council and the Orange County Transportation Authority will start at U.C. Irvine, proceed to the Irvine Business Complex and exit the City of Irvine at John Wayne Airport. It will not pass through any residential neighborhoods in the City of Irvine.

Section 2. Policy.

It is the policy of the City of Irvine that the City supports the further planning, construction and/or implementation of OCTA's proposed "CenterLine" light rail transit project, as well as any similar successor project for light rail travel, in the City of Irvine, based upon the corridor for the Centerline in the City of Irvine set forth in Exhibit "A" attached hereto and incorporated herein by this reference. It is the intent of the voters that the City's General Plan and Municipal Code reflect this policy, and that the City's elected and appointed officials and staff carry out this policy and the General Plan to insure that the construction of the "CenterLine" project or any similar successor light rail project in the City of Irvine complies with this initiative measure.

Furthermore, it is the policy of the City of Irvine that to protect the City's residential neighborhoods, any changes in the route of the CenterLine project outside of the corridor shown on Exhibit "A" hereto shall require the approval of the voters of the City prior to beginning construction of the project.

The terms of this Ordinance shall be interpreted liberally to give full effect to the foregoing policies adopted by the people of Irvine.

Section 3. Amendment to General Plan.

Throughout this measure, text proposed to be added to the General Plan and Municipal Code is set forth in **bold**, portions of existing text of the General Plan and Municipal Code proposed to be deleted are set forth in ~~striketrough~~. Text in standard type is existing text in the General Plan or Municipal Code.

The City of Irvine General Plan 2000 (as amended through the date this Initiative is submitted to the voters) [hereinafter "General Plan"] is hereby amended to read as described below.

(a) Figure B-3 of Element B (Circulation) of the General Plan is hereby amended as depicted on Exhibit "A" attached hereto and incorporated herein by this reference.

(b) The section of Element B (Circulation) entitled "Public Transit System" (on pages B-3 and B-4) of the General Plan is revised to read as follows:

"Public Transit System. The public transit system is designed to serve regional and local travel needs. Interstate bus systems operate primarily along the Santa Ana and San Diego Freeways, with most having no stops in the City. Orange County Transportation Authority (OCTA) provides bus service to major destinations within Irvine and surrounding communities. Amtrak and Metrolink trains operate on the Los Angeles to San Diego (LOSSAN) Railroad right of way through the City. Existing stations are located in Irvine, San Juan Capistrano, Anaheim, Fullerton and Santa Ana. Opportunities exist to expand Irvine's public transit system.

The public transit system is comprised of four hierarchical transit corridors as described on the following page and depicted on Figure B-3.

- **Regional Transit Corridors:** Transit corridors are implemented by the Orange County Transportation Authority or other regional transit agencies and are envisioned to be serviced by an at-grade, line-haul transit facility. **The approved corridor for the CenterLine project, and any similar successor project for light rail travel, either at grade or elevated, (hereinafter "CenterLine Project") within the City is shown on Exhibit A. The Centerline Project within the City shall be limited to this general corridor. The City may approve the CenterLine Project, but only if the portion of the alignment of the CenterLine Project within the City is consistent with the CenterLine Project corridor specified in the General Plan (or with any minor modifications to the corridor adopted by the City Council to further minimize or mitigate the impacts of the CenterLine Project in accordance with the California Environmental Quality Act).**
- **Intercity Public Transit Corridors:** Secondary transit corridors provide connections between Irvine and other destinations serving both inter- and intracity traffic. The corridors are envisioned to be served predominantly by rubber-tired vehicles (i.e., bus, tram). Alternative improvements such as exclusive lanes for high occupancy vehicles (HOC lanes) may also be included.
- **Intracity Public Transit Corridors:** Local public transit corridors serve planning areas, providing a feeder system to the intercity and regional transit corridors. The systems envisioned to serve the corridors are low volume transit facilities (i.e., bus, tram, people mover, dial-a-ride) operating within available public right of way.
- **Intra-City Advanced Transit Corridor:** Corridors connect to the regional transit corridors to serve both inter and intracity travel needs. The Corridors entail the maximum usage of overlapping or multipurpose right of way including primarily the flood control right of ways, as well as utility easements, planning area edge buffers, arterial parkways, safety lanes, or similar open space areas, as appropriate to preserve the opportunity for implementing a future advanced transit system. This system is envisioned to be served by an elevated, grade-separated transit facility.

Section 4. Amendment to Municipal Code.

Section 6-3-603D (Policy) of the Irvine Municipal Code is hereby amended to read as follows:

"D. Promote coordinated implementation of strategies, **consistent with the City of Irvine General Plan as applicable**, on a County-wide basis to reduce transportation demand."

Section 5. Amendment or Repeal.

Except as provided herein, the provisions of this measure and those portions of the General Plan amended herein shall be amended or repealed only by the voters of the City of Irvine at an election held in compliance with State law, the City Charter and any local ordinance. Upon adoption, the Mayor is directed to sign this measure. This measure shall take effect ten (10) days after the date the vote is declared by the City Council. Upon the effective date of this

Initiative, the amendments made in Section Three of this Initiative are hereby inserted into the City of Irvine General Plan as amendments thereof; provided, however, that if the four amendments permitted by state law for any given calendar year have already been utilized prior to the effective date of this measure, the General Plan amendment shall be the first inserted into the City of Irvine General Plan on January 1 of the following year.

Section 6. Severability.

If any portion, section, sub-section, sentence, clause, phrase or word of this measure is held to be unconstitutional or invalid by a final judgment of a court of competent jurisdiction, such judgment shall not affect the validity of any remaining portion of this measure. The people of the City of Irvine hereby find and declare that this measure, and each section, sub-section, sentence, clause, phrase or word hereof would have been adopted even if any other section, sub-section, sentence, clause or phrase hereof was found to be unconstitutional or otherwise invalid. This measure shall be interpreted as to be consistent with state and federal law, and shall be broadly construed to achieve its stated purposes.

Section 7. Conflicts.

If a conflict exists between this measure and any other measure, which the voters of the City at the same election approve, the provisions of this measure shall take effect except to the extent they are in direct conflict with the provisions of such other measure and the other measure receives a greater number of votes.

Section 8. Technical Corrections.

The City Clerk is hereby directed to reprint the City of Irvine General Plan to reflect the adoption of this measure. The Clerk is hereby authorized and directed to make any technical corrections in the pagination, paragraph numbering, maps and other similar technical and ministerial aspects of the General Plan as may be necessary to insure that the General Plan, as amended by this measure, accurately and completely reflects the amendments to the General Plan adopted by this measure.

This initiative would support Irvine's participation in the inter-city "CenterLine" regional light rail system proposed by the Orange County Transportation Authority ("OCTA"), and authorize a CenterLine route from UC Irvine along the San Diego Creek streambed and the Irvine Business Complex to John Wayne Airport and areas outside Irvine. This initiative would also prohibit the City from changing this route without a majority vote of the Irvine electorate.

Since 1973, Irvine's General Plan has included a policy to plan for an advanced transit network, and has designated a regional advanced transit corridor through Irvine. During the past eleven years, City staff have worked with OCTA to develop a concept and proposed route for the CenterLine light rail system. As currently proposed by OCTA, CenterLine would run from UC Irvine to John Wayne Airport, and then to South Coast Plaza and the Santa Ana Civic Center.

The stated purpose of this initiative is to increase transportation choices and improve the City's quality of life by CenterLine's route and its use of quiet, non-polluting electric vehicles. This initiative would endorse CenterLine; amend the Irvine General Plan to depict the proposed CenterLine route and delete an obsolete route through the communities of Woodbridge and Oak Creek; declare City policy to protect Irvine residential neighborhoods; and prohibit any change in the proposed CenterLine route from UC Irvine to the Irvine Business Complex and John Wayne Airport unless a majority of Irvine's voters approve the change. This initiative also would make a conforming change to the Irvine Municipal Code.

This initiative would take effect ten days after the Irvine City Council certifies that the initiative received a majority of the votes cast on the measure.

s/ Joel D. Kuperberg, City Attorney

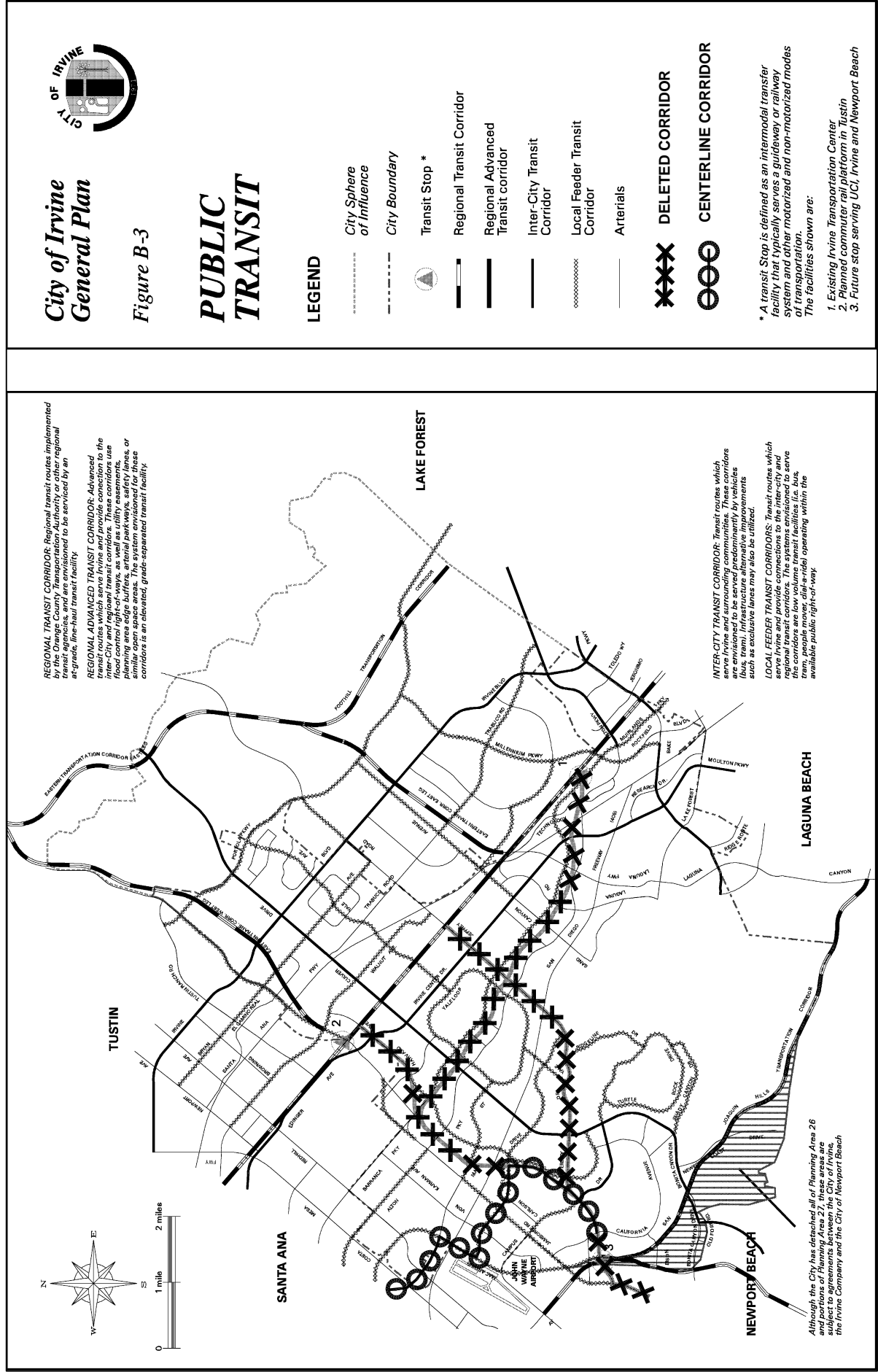
The Orange County Transportation Authority (OCTA), as the lead regional transportation planning authority for Orange County, in cooperation with the cities of Irvine, Costa Mesa and Santa Ana, is proceeding with the preliminary engineering phase of a proposed light rail system to run from UC Irvine to the Irvine Business Complex then to John Wayne Airport, continuing to South Coast Metro/South Coast Plaza and ending at the Santa Ana Civic Center/Santa Ana Regional Transportation Center.

The alignment being studied is 12.4 miles in length and is proposed to use modern light rail technology. The system is estimated to be elevated for 55 percent of the alignment, and at street level the remaining 45 percent. Within the City of Irvine, the alignment is fully elevated except for a segment along Main Street adjacent to the John Wayne Airport landing path.

The Orange County Transportation Authority has developed a financing plan for design, construction and operation/maintenance of the CenterLine. Funding for the preliminary engineering is provided by the Orange County Transportation Authority with no contribution of City funds. The full project-funding plan developed by the Orange County Transportation Authority includes Federal New Start, Congestion Management Air Quality, STIP (State), Measure M (County sales tax) and Proposition 116 (State Rail Bond) funds. The Proposition 116 funds identified must be used for light rail or advanced transit within the City of Irvine. No City of Irvine funds are nor will be allocated to the project.

Passage of the initiative supporting City participation in the project would ensure that approximately \$121 million in available Proposition 116 funds would be expended on light rail transit to serve the City of Irvine. Failure of the initiative would preclude the City and the Orange County Transportation Authority from securing the Proposition 116 funds for use in the City of Irvine. Provisions of Proposition 116 provide that the funds could be used elsewhere in the State of California if the City does not identify and advance a project consistent with the proposition's requirements.

MEASURE A - GENERAL PLAN FIGURE B-3



ARGUMENT IN FAVOR OF MEASURE A

YES on A. An Alternative to Gridlock.

CenterLine will be a key component of a complete Countywide transportation system that gives commuters an alternative to the automobile. CenterLine will make it easier for people to get to work, go to school, get to the airport, and shop at South Coast Plaza without congesting Irvine city streets and freeways. The Irvine City Council voted unanimously to place Measure A on the ballot so voters can decide this important issue. We urge you to vote YES for the following reasons:

YES on A. Protects Residential Neighborhoods.

Measure A guarantees that CenterLine will not pass through Woodbridge, Oak Creek, or any other residential neighborhoods in Irvine. It sets forth a specific route that begins at U.C. Irvine, and continues to the Irvine Business Complex, John Wayne Airport, South Coast Plaza, and on to North Orange County. Under Measure A, the Irvine route cannot be changed or extended without a vote of Irvine residents.

YES on A. Protects Irvine Taxpayers.

CenterLine will be built at no cost to Irvine taxpayers. County, state and federal funds will pay for the project. California voters approved \$125 million in state bond funds specifically for light rail in Irvine. These funds have been earmarked for light rail and cannot be used for any other purpose. If CenterLine is not built in Irvine, the money will be sent back to Sacramento and we will lose all the benefits of light rail.

YES on A. Protects our Environment and Quality of Life.

CenterLine will use quiet non-polluting electric vehicles to protect our air quality. It will have a sleek, modern design with no overhead wires in Irvine.

Vote YES on CenterLine. Protect Irvine neighborhoods, our environment, and our tax dollars. **Please Vote YES on Measure A.**

s/ Sarah Catz
Former Public Member
Orange County Transportation Authority Board of Directors
Oak Creek Resident

s/ Larry Agran
Mayor, City of Irvine

s/ Beth Krom
Irvine City Councilmember

s/ Chris Mears
Irvine City Councilmember

s/ Mike Ward
Irvine City Councilmember

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE A

NO on A. It will have no favorable impact on “Gridlock.”

OCTA figures estimate about 99.75% of commuters would NOT use CenterLine so there would be no noticeable traffic reduction. Congestion near CenterLine will increase, not decrease.

NO on A. It does NOT protect EVERY Neighborhood.

CenterLine will negatively impact University Town Center residents. CenterLine extension plans go south through Irvine neighborhoods. “A” will not prevent planning or funding of extensions through neighborhoods anywhere in Irvine.

NO on A. Save Taxpayer dollars

All CenterLine funds are taxpayer dollars. More taxpayer dollars will pay for CenterLine operations FOREVER, eating up transportation funding. Many cities have turned down costly light rail plans in favor of more flexible, less expensive alternatives.

NO on A. Protect our Environment and Quality of Life.

Keep CenterLine out of Irvine. Stop trains running on 20-foot high pylons, stations and mega parking structures. A recent California State University, Fullerton study associated rail projects with “negative nuisance effects of noise, congestion and increased crime.” Residential property values near CenterLine could suffer a “negative valuation of 5-10%.”

NO on A. Voters Deserve Better

This first CenterLine section is just the first step. Proponents’ successor sections will cost BILLIONS more. Transportation funds should be used for real traffic-solving alternatives.

NO on A. It Robs Us of Choices.

It ignores alternatives that cost less, but do more.

B Smart. Don’t take the A Train.

STOP CENTERLINE! Vote YES on B; No on A.

Visit www.NoCenterLine.com

s/ Mike House
Mayoral Candidate, 2002

s/ Chris Norby
Orange County Board of Supervisors

s/ Greg Smith
Irvine City Councilmember (1993-2002)

s/ Fran Bakst
President, Woodbridge Village Association

s/ John Kleinpeter
Chairman, FAIR Transit
Oak Creek Resident

ARGUMENT AGAINST MEASURE A

Please vote NO on Measure A.

The so-called CenterLine Rail proposal is the most colossal waste of Orange County taxpayers money since the Orange County bankruptcy.

The most recently adopted route chosen through Irvine could end up being a bait-and-switch Trojan Horse. The bureaucrats preferred future route is extremely disruptive to Irvine neighborhoods.

This could be the greatest threat to Irvine's quality of life since the El Toro airport proposal. The proponents plan of reaching the Spectrum necessitates routes through residential Irvine, contradicting their declared pledge of protecting neighborhoods.

Why is there such a determined effort behind a project which, according to the proponents own statistics, will at most provide transportation to less than 1/4 of 1 percent of total daily commuter trips?

Who supports spending over 1.5 billion dollars on this boondoggle? The answer is the special interests who will make millions in the design and construction of this ill-conceived project.

Studies show that most new CenterLine riders would be displaced bus riders, not drivers. At the same time, new railroad right-of-ways would further disrupt our already congested streets. We don't need 19th century trains for 21st century transportation challenges.

At a time when our state, county and local governments are all facing the budget ax we can ill-afford a costly and ineffective program like CenterLine. CenterLine will operate in deficit mode in perpetuity. What new taxes will be levied to provide the huge ongoing subsidies?

Is it any wonder that CenterLine has accumulated so many nicknames the Scam Tram, the Folly Trolley, the Little Train to Nowhere? Let's not perpetuate the joke!

Vote NO on this measure! Don't give a blank check to the Orange County Transportation Authority for a poorly conceived trolley, created not by need, but by bureaucrats, special interests and would-be social engineers.

Visit www.NoCenterLine.com

s/ Chris Norby
Orange County Board of Supervisors

s/ John Lewis
California State Senator (Retired)

s/ John Kleinpeter
Chairman, FAIR Transit

s/ Chuck DeVore
Former Irvine Commissioner

s/ Carol Liittschwager
Irvine Community Services Commissioner (1996-2000)

REBUTTAL TO ARGUMENT AGAINST MEASURE A

YES on A. Opponents Offer No Alternative to Increased Traffic.

Irvine residents deserve an alternative to increasingly congested city streets and freeways. CenterLine is an important part of a comprehensive transportation system that will give commuters that choice. CenterLine opponents offer no real solutions to our transportation problems.

YES on A. It Gives Power to Irvine Voters, Not Bureaucrats.

Measure A is an initiative that was written by Irvine residents, not bureaucrats. It gives Irvine voters the power to approve the CenterLine project and to decide its route. There is only one route permitted by Measure A and it avoids residential neighborhoods. Opponents' threat of "future routes through neighborhoods" is completely false.

YES on A. Neighborhood Protection is Guaranteed.

Read Measure A carefully. It contains a map of the CenterLine route. This route serves residents without cutting through neighborhoods. The Irvine City Council has already taken steps to place this route in the City's General Plan. Measure A clearly states that the route cannot be changed without a vote of Irvine residents. That's an ironclad guarantee.

YES on A. For Safe, Clean Transportation.

Opponents compare CenterLine to El Toro Airport. It is just the opposite. El Toro Airport would have been noisy, dirty and dangerous. CenterLine will provide our city with a modern, quiet, safe, non-polluting transportation system that will enhance our quality of life. That is why Irvine's leaders of the anti-airport campaign strongly support Measure A.

Keep Irvine moving on the right track. Vote YES on A.

s/ Sarah Catz
Former Public Member
Orange County Transportation Authority Board of Directors
Oak Creek resident

s/ Larry Agran
Mayor, City of Irvine

s/ Beth Krom
Irvine City Councilmember

s/ Chris Mears
Irvine City Councilmember

s/ Mike Ward
Irvine City Councilmember
Woodbridge resident

**FULL TEXT OF MEASURE B
CITY OF IRVINE**

AN ORDINANCE OF THE PEOPLE OF THE CITY OF IRVINE, CALIFORNIA ADOPTING OPPOSITION TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY'S CENTERLINE LIGHT RAIL PROJECT AS THE POLICY OF THE CITY AND AMENDING THE CITY'S GENERAL PLAN AND MUNICIPAL CODE ACCORDINGLY

THE PEOPLE OF THE CITY OF IRVINE HEREBY ORDAIN AS FOLLOWS:

Section 1. Statement of Purpose.

The people of Irvine support the concept and implementation of various strategies to reduce traffic and improve mass transit in Orange County and the Southern California region. However, effective mass transit strategies and projects must take into account the character and quality of life of the City's residential areas. The construction of large-scale transit projects through the City of Irvine's residential areas can create unacceptable short-term and permanent impacts on the quality of life in the City. To prevent the infliction of such unacceptable impacts on the City's residential neighborhoods, the voters of the City must occasionally take the transportation planning process into their own hands.

Objective A-6 of the City of Irvine's General Plan currently mandates that residential areas and sensitive uses be protected from the encroachment of incompatible activities or land uses which would cause a hazard, a substantial nuisance or otherwise create a negative impact upon sensitive uses or the residential living environment. The purpose of this measure is for the voters to declare that the proposed "CenterLine," a light-rail transit facility to connect Irvine with other Orange County cities ("the Project"), currently being advanced by the Orange County Transportation Authority ("OCTA") is just such an incompatible activity and land use. The environmental studies already prepared by OCTA indicate that the Project would create a multitude of short and long-term adverse impacts on the City and its residents. It is therefore critical at this early stage in the process that the voters of Irvine take a strong policy in opposition to the Project and direct the City Council and staff to oppose the project as well, unless the voters subsequently approve alternatives to the current proposal.

Section 2. Policy.

It is the policy of the City of Irvine that the City opposes the further planning, construction and/or implementation of OCTA's proposed "CenterLine" light rail transit project, as well as any similar successor project for intracity or commuter rail travel, in the City of Irvine. It is the intent of the voters that the City's General Plan and Municipal Code reflect that policy of opposition, that the City's elected and appointed officials and staff carry out that policy, and that this ballot measure be interpreted liberally to accomplish the policy of preventing the construction of the "CenterLine" project or any similar successor light rail project in the City of Irvine.

Furthermore, it is the policy of the City of Irvine that to protect the City's neighborhoods, any future consideration of light rail routes shall first be submitted for the approval of the Irvine voters prior to any consideration or expenditure of public funds by the City Council or City staff.

The terms of this Ordinance shall be interpreted liberally to give full effect to the foregoing policies adopted by the people of Irvine.

Section 3. General Plan Amended.

Throughout this Ordinance, text proposed to be added is set forth in **bold**, portions of existing text proposed to be deleted are set forth in ~~strike-through~~.

(a) Objective A-6 of Element A (Land Use) of the City of Irvine General Plan is hereby amended by adding policy (k) to read as follows:

"Policy (k): **OCTA's proposed "CenterLine" light rail project and any similar successor project thereto is hereby deemed to be an incompatible activity and land use which would create a hazard, substantial nuisance and negative impact on the residential living environment in Irvine.**"

(b) The second paragraph under the heading entitled "Public Transit System" of Element B (Circulation) of the City of Irvine General Plan is hereby amended to read as follows:

"The public transit system is comprised of ~~four~~**three** hierarchical transit corridors as described on the following page and depicted on Figure B-3."

(c) The fourth bulleted paragraph entitled "Intra-City Advanced Transit Corridor" under the heading entitled "Public Transit System" of Element B (Circulation) of the City of Irvine General Plan is hereby repealed in its entirety:

~~Intra-City Advanced Transit Corridor. Corridors connect to the regional transit corridors to serve both inter- and intracity travel needs. The corridors entail the maximum usage of overlapping or multipurpose right of ways, including primarily the flood control right of ways, as well as utility easements, planning area edge buffers, arterial parkways, safety lanes, or similar open space areas, as appropriate to preserve the opportunity for implementing a future advanced transit system. This system is envisioned to be served by an elevated, grade-separated transit facility.~~

(d) Figure B-3 of Element B (Circulation) of the City of Irvine General Plan is hereby amended by deleting and repealing all graphic depictions and text references to "Regional Advanced Transit Corridor," as depicted on Exhibit 1, attached hereto and incorporated herein by reference.

(e) Objective B-6, policy (c), of Element B (Circulation) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (c): Coordinate with the OCTA to:

- Implement a bus service network in and to the City as a feasible alternative to the use of the automobile.
- Provide bus service to existing land uses to maximize patronage.
- Pursue additional transit service to the City **that is consistent with this General Plan and will not create unacceptable adverse impacts on the quality of life in the City's residential neighborhoods.**"

(f) Objective B-6, policy (d), of Element B (Circulation) of the City of Irvine General Plan is hereby repealed in its entirety and replaced with the following text:

~~Policy (d): Undertake detailed planning of an advanced transit network (including local and activity center systems) encompassing the City and its sphere of influence as illustrated in Figure B-3.~~

"Policy (d): **Oppose the OCTA's proposed "CenterLine" light rail project and any similar successor project in Irvine.**

- **The City of Irvine opposes OCTA's proposed "CenterLine" light rail project and any similar successor project in Irvine. Planning, land acquisition, construction and other activities in Irvine in furtherance of the "CenterLine" or any similar successor light rail project shall not be deemed to be consistent with, or conform to, the City of Irvine General Plan. According to this General Plan amendment, the City shall communicate findings of such inconsistency and/or non-conformity to OCTA within thirty (30) calendar days of the date this provision takes effect, and within forty (40) days following any request from OCTA or any other local agency regarding the consistency of such a light-rail project with the City of Irvine General Plan.**

- **The City of Irvine shall not consent to, nor acquiesce in, OCTA's use or acquisition of any real property or improvement thereon owned, leased, licensed or otherwise controlled by the City of Irvine, the Irvine Redevelopment Agency or any other entity established by the City, for the purpose of constructing any element of the "CenterLine" project or any similar successor project, unless such consent is first approved at a regular or special municipal election by a majority of the City's voters voting on the question.**

- The City of Irvine shall not consider, establish, designate in its General Plan, nor consent to any future light rail or intracity rail routes in the City unless such consent is first approved at a regular or special municipal election by a majority of the City's voters voting on the question."

(g) Objective B-6, policy (e), of Element B (Circulation) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (e): Adopt a master plan of potential advanced intracity transit routes, **consistent with this General Plan and, where required by the General Plan and/or Municipal Code, approved by the voters,** which includes a detailed study of transit technologies."

(h) Objective B-6, policy (f), of Element B (Circulation) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (f): **Except as prohibited by, and only as consistent with, this General Plan,** Coordinate the development of intracounty and regional transit stops with Irvine's intracity transit system."

(i) Objective B-6, policy (g), of Element B (Circulation) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (g): **Except as prohibited by, and only as consistent with, this General Plan,** overlay transit routes on planning area edges, parkways, safety lanes, flood control channels, and other open space where feasible, **if such routes will not create unacceptable adverse impacts on the quality of life in the City's residential neighborhoods.** Exclusive transit rights of way may be required where no such overlay is feasible."

(j) Objective B-6, policy (j), of Element B (Circulation) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (j): Reserve railroad rights of way for **transit uses consistent with this General Plan** regional transit corridors."

(k) Objective C-8, policy (e) entitled "Jobs/Housing Transit Links," of Element C (Housing) of the City of Irvine General Plan is hereby repealed in its entirety:

~~Policy (e): Jobs/Housing Transit Links. Support efforts for inter-regional light rail and mass transit projects to more effectively transport employees between local jobs and outlying residential areas.~~

(l) Subparagraph (a) of Paragraph 1 entitled "Mobile Noise Sources" under the heading entitled "Trends" of Element F (Noise) of the City of Irvine General Plan is hereby amended to read as follows:

"Motor vehicle noise will continue to be significant. Irvine will also be impacted by through traffic from yet-to-be-developed areas to the south, east and west. ~~An increased use of convenient~~ mass transit systems **that are consistent with this General Plan** may contribute to noise reduction."

(m) Objective F-1, policy (m), of Element F (Noise) of the City of Irvine General Plan is hereby amended to read as follows:

"Reduce noise impacts from mobile sources by encouraging use of alternative modes of transportation **consistent with this General Plan.**"

(n) Objective F-1, policy (o), of Element F (Noise) of the City of Irvine General Plan is hereby repealed in its entirety:

~~Policy (o): Participate in cooperative efforts with Orange County Transit Authority to fund and construct grade separations, where feasible, through residential areas of the City, giving consideration to all potential funding sources.~~

(o) Objective I-1, policy (g), of Element I (Energy) of the City of Irvine General Plan is hereby amended to read as follows:

"Promote use of alternative modes of transportation by the following programs:

- Encourage use of regional public transportation (e.g., rail service) by:

1. Supporting the development of regional transportation stations in Irvine **which will not create unacceptable adverse impacts on the quality of life in the City's residential neighborhoods.**

(p) Objective M-1, policy (a), of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (a): **As authorized by, and consistent with, this General Plan,** Coordinate with the County of Orange, the Orange County Transportation Authority (OCTA), and other local jurisdictions on the implementation of the Countywide Revised Traffic Improvement and Growth Management Ordinance (Measure M) and the development of future revisions. **As specified in this General Plan, it is the policy of the City of Irvine to implement traffic improvement solutions that are consistent with this General Plan and will not create unacceptable adverse impacts on the quality of life in the City's residential neighborhoods.**"

(q) Objective M-5, policy (a), of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (a): Explore a full range of intracity transit technologies **consistent with this General Plan** in a detailed transit study."

(r) Objective M-5, policy (b), of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (b): Adopt a master plan of potential advanced intracity transit routes **consistent with this General Plan and, where required by the General Plan and/or Municipal Code, approved by the voters.**"

(s) Objective M-5, policy (c), of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (c): Work with the Orange County Transportation Authority (OCTA), the development community, and other key participants in bringing additional transit opportunities to the City (as well as other Orange County cities) **which are consistent with this General Plan and will not create unacceptable adverse impacts on the quality of life in the City's residential neighborhoods.**"

(t) Objective M-5, policy (d), of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (d): **Except as prohibited by, or otherwise inconsistent with, this General Plan,** Coordinate the development of intracounty and regional transit stops with Irvine's intracity transit system."

(u) Objective M-5, policy (e), of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"Policy (e): Reserve AT&SF rights of way for ~~OCTA regional transit corridor~~ **transit uses consistent with this General Plan.**"

(v) Objective M-5, policy (f), of Element M (Growth Management) of the City of Irvine General Plan is hereby repealed in its entirety and replaced with the following text:

~~Policy (f): Undertake in coordination with other jurisdictions detailed planning of an advanced transit network (including local and activity center systems) encompassing the City and its sphere of influence as illustrated in the City of Irvine Circulation Element Figure B-3:~~

"Policy (f): **Oppose the OCTA's proposed "CenterLine" light rail project and any similar successor project in Irvine.**

-The City of Irvine opposes OCTA's proposed "CenterLine" light rail project and any similar successor project in Irvine. Planning, land acquisition, construction and other activities in Irvine in furtherance of the "CenterLine" or any similar successor light rail project shall not be deemed to be consistent with, or conform to, the City of Irvine General Plan. According to this General Plan Amendment, the City shall communicate findings of such inconsistency and/or non-conformity to OCTA within thirty (30) calendar days of the date this provision takes effect, and within forty (40) days following a request from OCTA or any other local agency regarding the consistency of such a light-rail project with the City of Irvine General Plan.

- The City of Irvine shall not consent to, nor acquiesce in, OCTA's use or acquisition of any real property or improvement thereon owned, leased, licensed or otherwise controlled by the City of Irvine, the Irvine Redevelopment Agency or any other entity established by the City, for the purpose of constructing any element of the CenterLine project or any similar successor project, unless such consent is first approved at a regular or special municipal election by a majority of the City's voters voting on the question.

- The City of Irvine shall not consider, establish, designate in its General Plan, nor consent to any future light rail or intracity rail routes in the City unless such consent is first approved at a regular or special municipal election by a majority of the City's voters voting on the question."

(w) Objective M-5, policy (d), footnote 57, of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"⁵⁷ City of Irvine General Plan Circulation Element Objective B-76, Policy (f)"

(x) Objective M-5, policy (e), footnote 58, of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"⁵⁸ City of Irvine General Plan Circulation Element Objective B-76, Policy (j)"

(y) Objective M-5, policy (f), footnote 59, of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"⁵⁹ City of Irvine General Plan Circulation Element Objective B-76, Policy (d)"

(z) Objective M-5, policy (g), footnote 60, of Element M (Growth Management) of the City of Irvine General Plan is hereby amended to read as follows:

"⁶⁰ City of Irvine General Plan Circulation Element Objective B-76, Policy (a)"

Section 4: Municipal Code Amended.

Section 6-3-603D (Policy) of the Irvine Municipal Code is hereby amended to read as follows:

"D. Promote coordinated implementation of strategies, **consistent with the City of Irvine General Plan as applicable**, on a County wide basis to reduce transportation demand."

Section 5: Amendment or Repeal.

Except as provided herein, the provisions of this measure and those portions of the General Plan and Municipal Code amended herein shall be amended or repealed only by the voters of the City of Irvine at an election held in compliance with State law, the City Charter and local ordinance, if any. Upon adoption, the Mayor is directed to sign this ordinance. This measure shall take effect ten (10) days after the date the vote is declared by the City Council.

Section 6: Severability

If any portion, section, sub-section, sentence, clause, phrase or word of this measure is held to be unconstitutional or invalid by a final judgment of a court of competent jurisdiction, such judgment shall not affect the validity of any remaining portion of this measure. The People of the City of Irvine hereby find and declare that this measure, and each section, sub-section, sentence, clause, phrase or word hereof would have been adopted even if any other section, sub-section, sentence, clause or phrase hereof was found to be unconstitutional or otherwise invalid. This measure shall be interpreted as to be consistent with state and federal law, and shall be broadly construed to achieve its stated purposes.

This initiative would prohibit the City from participating in the inter-city "CenterLine" regional light rail system proposed by the Orange County Transportation Authority ("OCTA") or any similar light rail system, and delete from the City's General Plan all references to a regional advanced transit corridor in Irvine.

Since 1973, Irvine's General Plan has included a policy to undertake planning of an advanced transit network, and has designated a regional advanced transit corridor through Irvine. During the past eleven years, City staff have worked with OCTA to develop a concept and proposed route for the CenterLine light rail system.

This initiative would amend the General Plan to repeal all references to a regional advanced transit corridor and its route through Irvine, and establish as the City's policy that the CenterLine system is an incompatible activity and land use in Irvine. This initiative would also repeal Irvine's adopted policy in support of CenterLine; direct the City to oppose the CenterLine or any similar light rail system; and prohibit the City from planning or engaging in any other activity in furtherance of CenterLine. This initiative would have the effect of prohibiting the City from working with OCTA with regard to the CenterLine or any other light rail system. In addition, this initiative would prohibit the City from allowing OCTA to use Irvine streets or other property owned or controlled by the City, or from ever considering or designating in Irvine's General Plan any light rail or intracity rail route in Irvine, without a majority vote of the City's electorate. This initiative would also make a conforming change to the Irvine Municipal Code.

This initiative would take effect ten days after the Irvine City Council certifies that the initiative received a majority of the votes cast on the measure.

s/ Joel D. Kuperberg, City Attorney

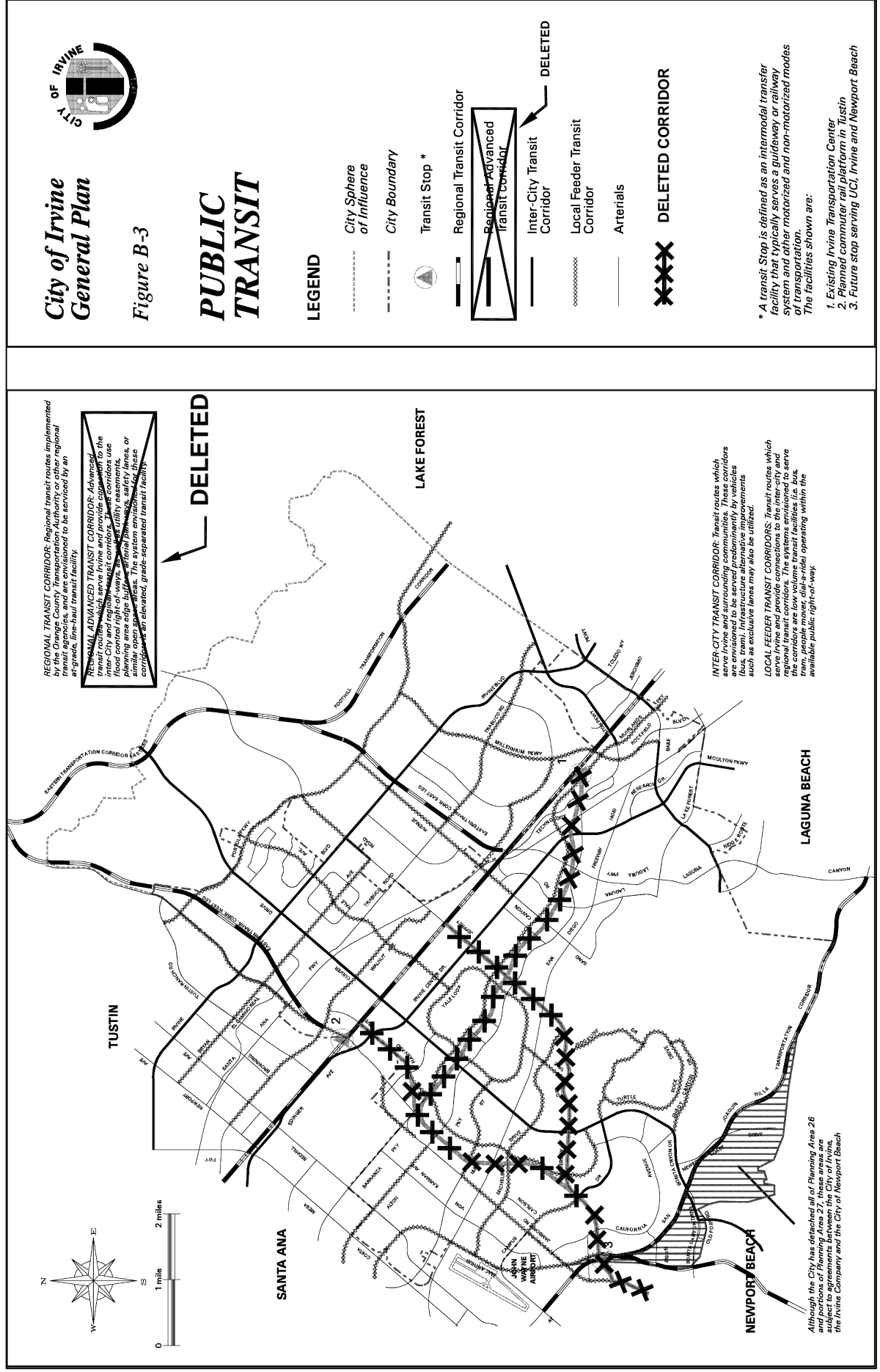
The Orange County Transportation Authority (OCTA), as the lead regional transportation planning authority for Orange County, in cooperation with the cities of Irvine, Costa Mesa and Santa Ana, is proceeding with the preliminary engineering phase of a proposed light rail system to run from UC Irvine to the Irvine Business Complex then to John Wayne Airport, continuing to South Coast Metro/South Coast Plaza and ending at the Santa Ana Civic Center/Santa Ana Regional Transportation Center.

The alignment being studied is 12.4 miles in length and is proposed to use modern light rail technology. The system is estimated to be elevated for 55 percent of the alignment, and at street level the remaining 45 percent. Within the City of Irvine the alignment is fully elevated except for a segment along Main Street adjacent to the John Wayne Airport landing path.

The Orange County Transportation Authority has developed a financing plan for design, construction and operation/maintenance of the CenterLine. Funding for the preliminary engineering is provided by the Orange County Transportation Authority with no contribution of City funds. The full project-funding plan developed by the Orange County Transportation Authority includes Federal New Start, Congestion Management Air Quality, STIP (State), Measure M (County sales tax) and Proposition 116 (State Rail Bond) funds. The Proposition 116 funds identified must be used for light rail or advanced transit within the City of Irvine. No City of Irvine funds are nor will be allocated to the project.

Passage of the initiative prohibiting City participation in the project would preclude the City and the Orange County Transportation Authority from securing the Proposition 116 funds for use in the City of Irvine. Passage of the initiative would require that all City involvement and coordination efforts with the Orange County Transportation Authority and the cities of Costa Mesa and Santa Ana would cease within 60 days of passage of the initiative. Passage of the initiative would allow the State of California to redirect approximately \$121 million in available Proposition 116 funds to other light rail or advanced transit projects within the State of California.

MEASURE B - GENERAL PLAN FIGURE B-3



ARGUMENT IN FAVOR OF MEASURE B

Vote YES on Measure B to stop CenterLine and make sure that only Irvine residents, not politicians and bureaucrats, control the city's future.

Vote YES to protect our neighborhoods now and in the future from CenterLine's inevitable expansion route through our residential villages to the Spectrum.

The current plan is only the first step. All future plans show routes through Irvine neighborhoods.

CenterLine is an inflexible, fixed route system that demands high downtown density; therefore rezoning and urban development come with it.

Multi-level parking garages, stations, noise and congestion will urbanize our city along the route to the Spectrum, whether it's through Westpark, Woodbridge and Oak Creek, University Park or north of Irvine Center Drive.

Vote YES on Measure B to prevent these incompatible land uses and negative impacts on Irvine homes, worship centers and schools.

Do you trust OCTA and special interest politicians to protect us? CenterLine, started as a 28-mile train from North County to Irvine, was cut to 17 miles and now is only 11 miles because it's been rejected along the route.

Ridership projections, originally low, have dropped more than half but the cost has gone UP to \$1.5 billion.

CenterLine will eat up 75% of county transportation funding for decades, requiring substantial additional tax subsidies in perpetuity. Some of those funds could be used for real solutions to traffic problems.

Most important is that OCTA documents show that CenterLine will have virtually NO IMPACT on TRAFFIC CONGESTION.

Politicians and bureaucrats anxious to create an urban corridor through Irvine at taxpayers expense perpetrated this boondoggle. Watch for a big money campaign against Measure B funded by outside interests who would benefit financially.

Protect Irvine, protect our homes, protect our transportation funds.

Vote YES on Measure B.

Visit www.NoCenterLine.com

s/ Chris Norby
Orange Co. Board of Supervisors

s/ Greg Smith
Irvine City Councilmember (1993-2002)

s/ John Kleinpeter
Chairman, FAIR Transit

s/ Bill Mavity
Irvine Planning Commissioner

s/ Carol Liittschwager
Irvine Community Services Commissioner (1996-2000)

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE B

No on B. It's a Wolf in Sheep's Clothing.

Measure B claims to empower Irvine residents. It does just the opposite. Measure B will rob residents of the option to travel from UCI to John Wayne Airport, South Coast Plaza, and into North Orange County without sitting in traffic.

No on B. It's an Attack on Irvine's Master Plan.

Measure B will undermine a critical element of the Master Plan that protects our quality of life and our property values.

Careful planning has made Irvine a wonderful place to live, work, play, and raise a family. The original planners of our City wisely put "an advanced transit network" in the City's Master Plan. Our City founders understood that as Irvine grew, we would need a clean, quiet, efficient alternative to the automobile. Measure B deletes this provision from the Master Plan, banning CenterLine or any future light rail.

NO on B. CenterLine Opponents Financial Claims are Completely False.

CenterLine will not "eat up 75% of county transportation funds for decades." County voters earmarked \$450 million for light rail when they passed Measure M in 1990. These dollars combined with federal light rail funds and state light rail bond funds will pay for CenterLine. If it is not built in Irvine, this money will go to another city. CenterLine does not raise taxes or require any subsidies from the City of Irvine.

Support CenterLine. Keep Irvine moving on the right track. Vote NO on Measure B and YES on Measure A.

s/ Sarah Catz
Former Public Member
Orange County Transportation Authority Board of Directors
Oak Creek resident

s/ Larry Agran
Mayor, City of Irvine

s/ Beth Krom
Irvine City Councilmember

s/ Chris Mears
Irvine City Councilmember

s/ Mike Ward
Irvine City Councilmember
Woodbridge resident

ARGUMENT AGAINST MEASURE B

NO on B. It Will Kill CenterLine and Any Future Light Rail in Irvine.

Read the fine print. Section 2 of the Initiative says, "It is the policy of the City of Irvine that the City opposes the further planning, construction and/or implementation of OCTA's proposed 'CenterLine,' light rail transit project, as well as any similar successor project for intracity or commuter rail travel, in the City of Irvine."

Measure B will permanently rob Irvine residents of the choice to travel by fast, clean, and quiet light rail and leave us stuck in traffic, forever.

NO on B. It Won't Protect Neighborhoods.

The Irvine City Council has already taken steps to prohibit any CenterLine route through residential neighborhoods. Measure B is unnecessary.

NO on B. It Will Make Traffic Worse.

Measure B will kill CenterLine in Irvine and leave no alternative to gridlock. Our freeways and city streets are becoming more congested everyday. CenterLine is a key component of an integrated transportation system that increases transportation choices, and will get thousands of commuters out of their cars and off our roads.

NO on B. It Won't Fix Roads or Improve Bus Service.

Measure B does nothing to improve roads or bus service. Millions of dollars in Measure M funds and state and federal transportation dollars have been specifically earmarked for CenterLine. Measure B will make us lose these dollars and they will go to other cities.

NO on B. It Will Hurt Our Quality of Life.

Automobile traffic and air pollution threaten our quality of life.

CenterLine will enable Irvine to move into the future with a clean, quiet, non-polluting light rail system. Don't derail CenterLine.

Please vote NO on Measure B and YES on Measure A.

s/ Sarah Catz
Former Public Member
Orange County Transportation Authority Board of Directors
Oak Creek Resident

s/ Larry Agran
Mayor, City of Irvine

s/ Beth Krom
Irvine City Councilmember

s/ Chris Mears
Irvine City Councilmember

s/ Mike Ward
Irvine City Councilmember

REBUTTAL TO ARGUMENT AGAINST MEASURE B

YES on B. Voters Keep ALL Decision Power

Only B gives ALL decision-making authority to voters. Irvine's City Council cannot spend any tax dollars planning trains through neighborhoods without prior voter approval.

Irvine's policy of opposition to CenterLine will force development of useful, less wasteful traffic solutions.

Although OCTA figures show CenterLine won't noticeably reduce traffic, proponents say that without CenterLine we will be "stuck in traffic, forever." That's wrong. Stop CenterLine before it's too late to make productive choices.

YES on B. The ONLY Measure that Protects EVERY Neighborhood

B prevents trains through ALL neighborhoods including Turtle Rock, University Park, Woodbridge, Westpark, Oak Creek, plus EVERY other village.

Without B, any "steps" taken to keep trains out of neighborhoods could be reversed by the City Council at any time.

YES on B. CenterLine is NOT the answer to Traffic Congestion.

OCTA's own documents show that CenterLine will provide virtually no reduction to traffic. Any claim that without CenterLine there is no alternative to "gridlock" is baseless.

YES on B. Support Improvements to Roads and Bus Services.

B frees up funding now and in the future for real traffic solutions. B does not force anyone to give away tax dollars. OCTA has not been approved for any federal dollars for CenterLine construction.

YES on B. Protect our Quality of Life

No light rail line anywhere has reduced pollution. CenterLine is a money-vacuum, sucking funding from cleaner, quieter, cheaper alternatives.

Stop CenterLine! Vote Yes on B; No on A.

Visit www.NoCenterLine.com

s/ Mike House
Mayoral Candidate, 2002

s/ Chris Norby
Orange County Board of Supervisors

s/ Greg Smith
Irvine City Councilmember (1993-2002)

s/ Fran Bakst
President, Woodbridge Village Association

s/ John Kleinpeter
Chairman, FAIR Transit
Oak Creek Resident

FREQUENTLY ASKED QUESTIONS ABOUT ABSENTEE AND PROVISIONAL VOTING

- **Who may vote an absentee ballot?** Any registered voter in Orange County may apply for and vote an absentee ballot.
- **How can I obtain an absentee ballot?** You must make a request in writing. Use the postcard application on the back cover of this sample ballot pamphlet or send a card or letter requesting an absentee ballot to the Registrar of Voters office. The mailing address is:

**Registrar of Voters
PO Box 11298
Santa Ana, CA 92711**
- You may also fax your request to: (714) 567-7556. **You cannot make a request by telephone.**
- **When can I apply for an absentee ballot?** You may apply up to 60 days prior to the election, however, the absentee ballots are not available until the 29th day prior to the election. You may apply for and pick up an absentee ballot at the Registrar of Voters office from the 29th day prior to the election and ending at 8 p.m. on election night. Our address is:

**Registrar of Voters
1300 S. Grand Ave., Building C
Santa Ana, CA 92705**
- **What information must be included in my application?** Include your printed name, your residence address, the address where the ballot should be mailed, the name of the election and your signature.
- **How do I vote my ballot?** Follow the directions enclosed with your absentee ballot. Be sure your signature and address are on the return envelope. Your ballot will not be counted if there is no signature on the return envelope.
- **When do I have to return my absentee ballot?** Absentee ballots sent to the Registrar of Voters office must be received before 8 p.m. on election night to be counted. If you are worried that your ballot may not arrive in time by mail, you may bring it to the Registrar of Voters office any time prior to 8 p.m. on election day. Or, you may return your absentee ballot to any polling place in Orange County up until 8 p.m. on election day.
- **What should I do if I cannot return my absentee ballot myself, and it is too late to send it in the mail?** You may authorize a relative (spouse, child, parent, grandparent, grandchild, brother, sister, or other person living in your household) to return your ballot. Be sure to complete the authorization information on the return envelope.
- **If I lose the ballot sent to me, can I get another one?** Yes. Call the Registrar of Voters office at (714) 567-7560 and you will be given instructions on how to request a second ballot. Or, you may go to your regular polling place and vote a provisional ballot.
- **If I request an absentee ballot, can I change my mind and vote at my regular polling place?** Yes, but you must surrender your absentee ballot with the envelope to the poll worker before voting a regular ballot. If you are unable to surrender your absentee ballot, you may still cast an absentee provisional ballot at your polling place. However, that ballot will not be counted until it can be determined that you have not also voted by absentee ballot.
- **Can I apply for permanent absentee voter status?** Yes. Anyone can apply for permanent absentee voter status. When you are applying for your absentee ballot, simply check the box on the absentee ballot application found on the back cover of this sample ballot pamphlet and return it to the Registrar of Voters office.
- **Provisional Voting!** If your name does not appear on the list of voters at the polling place, you are entitled to vote a “provisional” ballot. You may be asked to show proof of your residence address. A provisional ballot is the same as a regular ballot. However, election officials are required to verify a voter’s registration before counting provisional ballots. If you are required to vote by provisional ballot, the poll workers at your polling place will be able to assist you.